

Claim 13, Second occurrence< Change "13 to --- 14 ---.

Renumber Claims 14, 15 16 and 17 as Claims 15, 16, 17 and 18.

### REMARKS

Claims 1 and 12 have been rewritten and Claim 11 has been cancelled, while reconsideration is requested of the rejections of Claims 2 - 10 and 12 -18. It is noted that there were two claims numbered "13". Consequently, the second Claim 13 and subsequent Claims have been renumbered to correct this error.

Claim 11 has been combined with Claim 1. In rejection the claims, the Examiner stated that Claim 11 would be allowable, if rewritten in independent form. Accordingly, this has been done and, as now presented, Claim 1 is believed to be allowable.

Claims 2-10 are dependent from parent Claim 1 and, hence, include all of the limitations of parent Claim 1. therefore, Claims 2 - 10 are each believed to be allowable for the reasons set forth above with respect to parent Claim 1.

Claim 11 has been combined with Claim 12. In rejection the claims, the Examiner stated that Claim 11 would be allowable, if rewritten in independent form. Accordingly, this has been done and, as now presented, Claim 12 is believed to be allowable.

Claims 13 - 18 are dependent from parent Claim 12 and, hence, include all of the limitations of parent Claim 12. therefore, Claims 13 - 18 are each believed to be allowable for the reasons set forth above with respect to parent Claim 12.

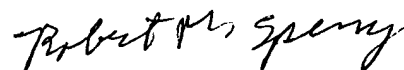
According to U.S. Patent No. 2,909,145, flotation was to be achieved by mounting ring shaped floats between the spokes adjacent the shock absorbing tires, instead of using dual inflatable wheels with adequate displacement, to keep the craft bouyant. Applicant does not believe that the prior art anticipated the consequence of attaching a flotation ring to a pneumatic tire. For flotation, the displacement is a function of the weight of the vehicle. If the prior art had taken the art to a viable solution, they would have continually added weight by such attachment and, correspondingly, would have necessitated the strengthening of the structure to accomodate the added weight and the resultant increase in the size of the ring shaped floats to increase the bouyancy. A never ending circle. The volume of the flotation ring would grow in proportion to the weight of the vehicle unless the vehicle was substantially submerged to reach neutral bouyancy. Substantial submersion of the craft results in the gondola hitting the water, snow, mud or sand and defeats the mechanism for motivation. Applicant encountered the same difficulty and only overcame the problem by building the wheels of flotation into the vehicle. Once the solution for propulsion on water was achieved, the same solution became viable for land and, thus, became the prime invention. Applicant believes that the prior art allowed for adaptations, but did not clearly resolve a solution for a water borne craft to move successfully on water, snow, sand

or mud without interference from those elements. The patent also describes a mechanism for raising and lowering the gondola to permit motivation and for braking purposes. However, under no circumstances if it desirable to have the gondola touch the land, water, snow sand or mud while under speed, as this will cause violent shaking of the gondola, causing upset and injury to the occupants. My invention does not permit such raising and lowering.

Publication 2002/0011368 A! Clearly illustrates and describes a craft that is propelled by the application of power to the inner side of the associated wheel, instead of to the axis of the wheel. Placement of the motive drive unit in that location would, by necessity, lower the center of gravity and would have to be located at the bottom of the craft, which would submerge the power unit and drive mechanism. This concept requires numerous adaptations, not described in the publication, in order to be functional in water, snow, sand and mud. For this reason, Applicant's device does not propel the craft in this fashion and, in practice, successfully operates by axial propulsion.

For the foregoing reasons, each of Claims 1-10 and 12 - 18, as now presented, is believed to be allowable and the Examiner is requested to allow each of Claims 1- 10 and 12 - 18 and to pass the case to issue.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Robert M. Sperry".

Robert M. Sperry, Esq.  
Attorney For Applicant